

APPENDIX

D-4

Transit

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## REGIONAL TRANSIT PROGRAM

### 1. Background

The Regional Transit Task Force was convened to address the assumptions of the 2004 RTP and reevaluate regional transit. Their final recommendations called for incremental goals, based on regional per capita ridership, which enhanced and restructured existing services. These actions, when implemented, will provide an attractive alternative to single occupancy vehicle trips and help achieve regional goals by reducing congestion and delays.

#### *Transit Ridership Trends*

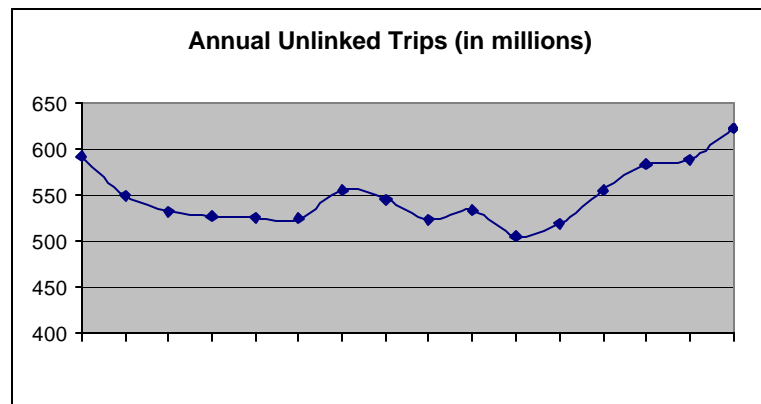
The Regional Transit Task Force (RTTF) acted to continue to use “per capita ridership” as a measure of transit growth in the 2004 RTP. The RTTF also agreed to include a measure of mode share along certain key corridors as part of the regional goal. In preparation of the 2001 RTP, the Transportation and Communications Committee (TCC) was presented with a series of transit ridership scenarios from which to choose the overall goal of the Regional Transit Program. The TCC chose to set maintenance of the 1997 per capita ridership (34.9 unlinked trips per person per year) as the regional goal. According to the National Transit Data, between 1995 and 2000, per capita ridership in the SCAG region increased by 18%. If ridership continued to increase by this amount every 5 years, in 2030 the region would enjoy a per capita ridership of 104.6 transit trips per person per year.

Between 1990 and 2000, per capita ridership increased by 6% in the region. If this ten year trend continued, by the year 2030 per capita ridership would be 45.8 trips per person per year. Tables D-4.1 and D-4.2 provide information on the regional annual unlinked trip and per capita ridership trends between 1985 and 2000, based on the National Transit Database. This data is graphically represented in Figures D-4.1 and D-4.2.

**Table D-4.1**  
**Annual Unlinked Trips**

1985	593,000,000
1986	550,000,000
1987	533,000,000
1988	528,000,000
1989	526,000,000
1990	525,000,000
1991	556,000,000
1992	546,000,000
1993	524,000,000
1994	534,000,000
1995	506,000,000
1996	520,000,000
1997	556,000,000
1998	584,000,000
1999	589,000,000
2000	623,000,000

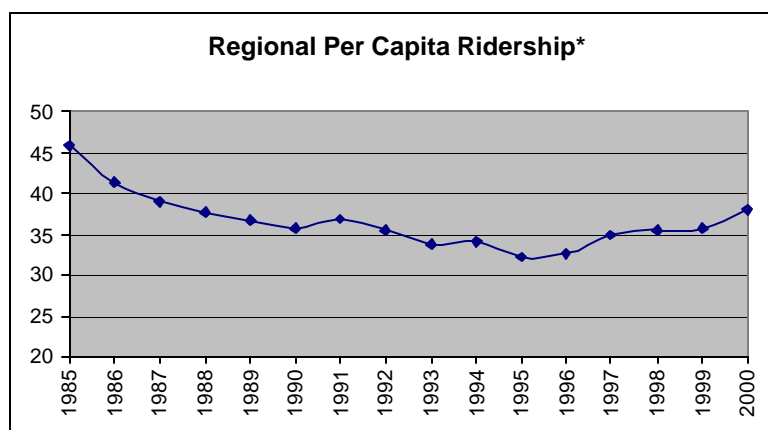
**Figure D-4.1**



**Table D-4.2**  
**Per Capita Ridership**

1985	45.8
1986	41.3
1987	39.0
1988	37.7
1989	36.6
1990	35.7
1991	36.9
1992	35.5
1993	33.8
1994	34.2
1995	32.1
1996	32.5
1997	34.9
1998	35.4
1999	35.7
2000	38.0

**Figure D-4.2**



## 2. Regional Transit Program

The Regional Transit Task Force identified strategies and actions to enhance transit service delivery; intercounty transit service needs; promotion and deployment of transit oriented and mixed-use developments, as well as pursuing increased funding for transit operations.

The RTTF in its efforts to develop the transit recommendations of the 2004 RTP identified four main issue areas for further evaluation and discussion. These issue areas consisted of “Transit Travel Time Savings”; “Regional Transit Coordination”; “Land Use and Transit Coordination”; and “Innovative Transit Financing”. The Task Force identified specific strategies applicable to each of the issue areas. These twenty-two strategies, listed in Table D-4.3, were further refined for inclusion in the Draft 2004 RTP.

**Table D-4.3**  
**Regional Transit Program Strategies & Actions**

	<u>Strategies</u>	Travel Time Savings (in- and out-of-vehicle)	Coordination of regional transit system	Coordination with land use	Innovative Financing
1	Develop a regional fare media for Southern California (including off-board fare payment, on-board cashless payment, university and employer passes).	✓	✓		
2	Improve planning of transit stops and centers to integrate modes, including pedestrians, bicycles, and parking, and to provide transit at major trip attractors.	✓	✓	✓	
3	Improve transit stop and center design so that they are attractive, sheltered, well-lit and safe, and accommodate expected peak traffic.	✓		✓	
4	Coordinate agency schedules and routes, potentially through a transit federation or other forum.	✓	✓		
5	Installation of real-time electronic "wait-time" signs at transit stops, and on the internet, or schedule and route information, at a minimum.	✓	✓		
6	Avoid congestion of transit vehicles through exclusive ROW, fixed guideways, priority signaling, queue jumpers, HOV lane use, etc.	✓			✓
7	Provide service that matches vehicle frequency with demand, including express services where they are supported. (Market surveys may be necessary to evaluate demand).	✓	✓		✓
8	Coordinate origins and destinations of transit lines with land use. Focus future land use in areas with existing transit and high transit growth potential.	✓	✓	✓	
10	Even if funding has not been identified to operate transit service into a new development, potential routes should be laid out integrated with established service in surrounding areas to determine which streets should be designed to accommodate transit service.			✓	
11	Consideration of pedestrian accessibility to transit facilities in new			✓	

<u>Strategies</u>	Travel Time Savings (in- and out-of-vehicle)	Coordination of regional transit system	Coordination with land use	Innovative Financing
development projects. Pedestrian access must be direct (no out of direction travel), with minimum obstructions. Access and waiting areas must be safe and attractive for the user. They must be illuminated at night and preferably shaded by trees or shelters.				

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| 12 | There should be a relationship between density and the intensity of transit service provided. The highest residential densities should be situated closest to transit stops, the lowest densities furthest. Non residential land uses generating a significant number of trips should be located close to transit stops. Local jurisdictions should be willing to "accept" higher densities in their urban cores.  | ✓ |
| 13 | The physical orientation of buildings and access points should be toward the street. Parking facilities must not create a barrier to pedestrians/transit users and should not be situated between the street and the buildings they serve.   | ✓ |
| 14 | Establish incentives and remove barriers to promote transit oriented developments.   | ✓ |
| 15 | Communities with higher densities are better candidates for transit services. Techniques such as visual imaging, exhibits and other strategies to demonstrate the positive aspects of increasing densities are needed to overcome the negative image of density and to make sure density is well planned.  | ✓ |
| 16 | Transit can play a role in almost any growth scenario, although the nature of that role varies according to the growth pattern – e.g. in-fill compared to outward growth. Planning for growth should consider the trade-offs in the costs and performance of the highway system vis a vis the role transit can play in that growth scenario. In addition to the points made above, street and highway design must allow transit to maximize its role in the community. | ✓ |
| 17 | Opportunities must be provided to land use planners so that they better understand transit needs and the importance of the role transit can play in the community.   | ✓ |
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|----|--|---|
| 18 | Work with local jurisdictions to create more park-and-ride facilities.   | ✓ |
| 19 | <u>Raise New Revenues</u> <ul style="list-style-type: none"> <li>• Congestion pricing</li> <li>• Hot Lanes</li> <li>• Traffic zones</li> <li>• VMT fees</li> <li>• Transit impact fees (special districts, subject too majority vote)</li> <li>• Parcel tax</li> <li>• Development agreements</li> <li>• In-lui fees (being allowed to provide less parking) and or increase floor area ratio</li> <li>• Raising transit fares</li> <li>• Improved farebox recovery</li> <li>• More flexibility in use of federal funds</li> </ul> | ✓ |
| 20 | <u>Use \$\$ from Other Sources</u> <ul style="list-style-type: none"> <li>• Condition of approval</li> <li>• Development agreements</li> </ul>   | ✓ |
| 21 | <u>Re-Deploy Assets</u> <ul style="list-style-type: none"> <li>• Transit re-structuring (BRT in favor of rail, etc.)</li> <li>• Re-evaluation of how transit funds are distributed</li> <li>• Performance-based distribution of funds</li> </ul>   | ✓ |
| 22 | <u>More Efficiency in Transit Operation</u> <ul style="list-style-type: none"> <li>• Generating cost savings through strategies such as increasing bus speed</li> </ul>  | ✓ |
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With these Strategies and Actions in place with the 2004 RTP, SCAG has forecasted transit trips. As shown in Figure D-4.3, daily transit boardings increase from current levels at 2.2 million up to 2.9 million by the year 2030. Commuter rail and metro rail ridership levels have been projected as part of this forecast. The results are provided in Figure D-4.4 and D-4.5, respectively. A listing of transit projects for the 2004 RTP is contained in Appendix I.

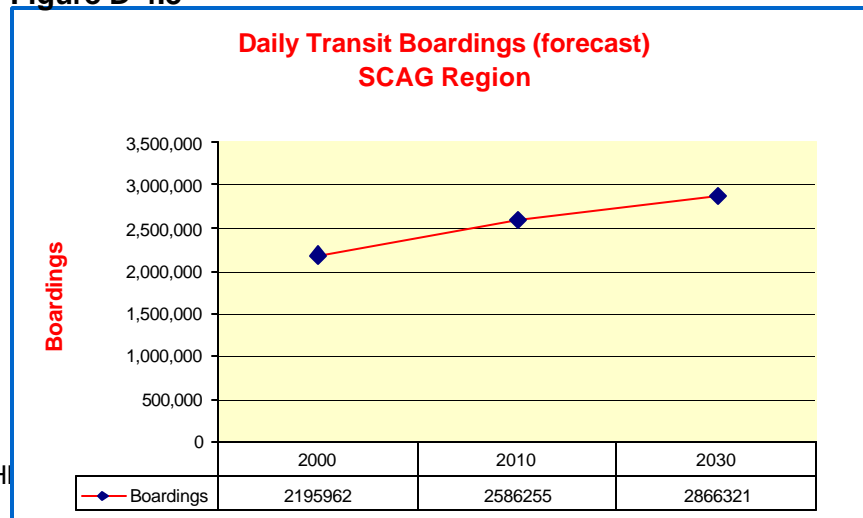
**Figure D-4.3**





Figure D-4.4

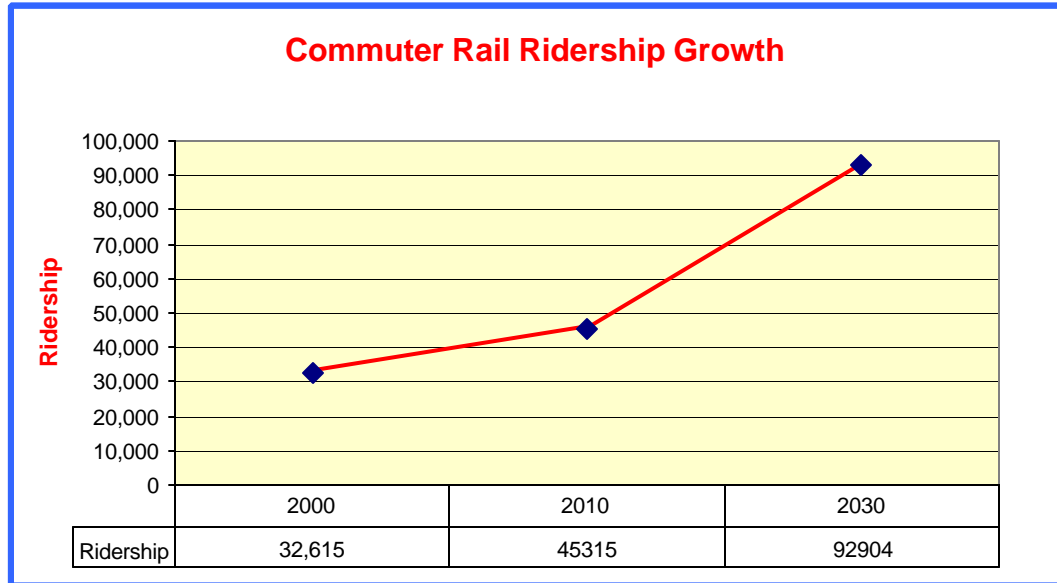


Figure D-4.5

